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ALEXANDRA BUILDINGS.

Hongkong, 26th August, 1908 24

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good with.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted, except for very special reasons. Daily Press should be received by 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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The Daily Press.

Hongkong, August 28th, 1908

THE news from Canton, during the past few days plainly shows that no relaxation of the boycott of Japanese goods is yet countenanced by the Cantonese Guilds. Evidently a very close system of espionage is maintained to ensure the strict observance of the orders of the guilds in the matter. When a member of a guild is proved to have dealt in Japanese goods he is apparently mulcted in heavy penalties. It may be accepted as evidence of the power exercised by these guilds that we hear of no open defiance of their orders in the matter, and of extremely few cases of clandestine dealings in the banned articles of trade; nor do we hear of offenders who have been mulcted refusing to pay the penalties the guild inflicts for "upstart behaviour." No doubt the ostracism which a refusal would entail would prove far more expensive. It is curious to note, however, that while the guilds are reaffirming their intention to ensure a strict enforcement of the boycott, the Viceroy of Canton is pleased to accept from the Government of Japan not only a monetary contribution but a large consignment of goods of Japanese manufacture towards the relief of the sufferers by flood in the riverine districts of the province of Kwangtung. The continuance of the boycott for so many months has undoubtedly been a severe blow to Japanese trade and commerce. Its effect on Japanese shipping has been especially marked, and most of the Japanese steamship companies engaged in the China coast and river trade have been obliged to go in for drastic economies. How long is this state of affairs to be

permitted to continue? For the Government of Japan to make strong representations to Peking on the subject would doubtless serve only to make matters worse. She has wisely been adopting a conciliatory policy, but if there is any indication of improvement in the situation it cannot be very substantial. There is no present intention on the part of the guilds to allow the boycott to "fizzle out," and so far as the attitude of the officials goes no consuming desire has been manifested to end the tension and restore friendly trade relations between the two peoples. There is only too much reason to fear indeed that the boycott movement has the Viceroy's entire sympathy, and that nothing is likely to be done either by moral suasion or by force to break the tyranny which the guilds exercise in restraint of trade. The Chinese Government at the present time appears to be exerting itself to suppress various political organisations which have proved themselves to be embarrassing to the local governing authorities, and the Government might well take into consideration the dangerous tendency of the trade guilds to enter the sphere of political action. What is the difference, so far as Japan is concerned, between the present situation and that of half a century ago when restraint of trade was deemed by Foreign Powers sufficient excuse for war? It would be ill to plead that to-day it is not the Government who are enforcing restrictive measures, but the merchants themselves. The Government cannot entirely free itself from responsibility and blame while it allows these guilds to exercise a tyranny in restraint of trade and gives no sign of its disapprobation of such proceedings. The neglect of the authorities to intervene with the object of stopping the boycott can only be viewed as lending it encouragement, and the Japanese Government would, it seems to us, be amply justified in making the prolongation of the boycott the subject of a strong diplomatic protest at Peking. We are not specially concerned for the power at which the boycott is aimed. The weapon the Chinese are using has been directed before against the Americans, and unless the Chinese Government is made to feel its responsibility for the losses that ensue, it may at some future time be levelled against the trade of other Powers. The Chinese Government has the power to end the boycott, and its neglect to do so can only be regarded in diplomatic parlance, as a distinctly unfriendly act.

It is reported that the Chinese captain of the sailing ship concerned in the recent gun-running incident at Amoy has been sentenced to imprisonment for life. The rifles and ammunition seized have been confiscated.

The police raided a house at 27 Elgin Street on Wednesday and arrested eight gamblers. The latter resisted arrest and a lark had a narrow escape from being thrown over the verandah. The defendants were each fined 35.

Another instance of the "tricks that are wain" was given at the Magistracy yesterday when a Chinaman employed at the Naval Yard was brought before Mr. Wood on a charge of stealing rivet heads. As is known, the employees are searched on leaving the works, and the defendant knowing this had put almost a pound of these heads in his mouth. However, the trick was discovered. He pleaded guilty and was sentenced to one month's imprisonment.

The story of a goat and a P.W.D. coolie was told at the Police Court yesterday. The coolie was engaged repairing the wires on the Shaukiwan Head and near where he was working a number of goats were grazing. One of the animals evidently thought the coolie's movements boded ill to it, and taking advantage of the man's head being lowered, it rushed at him and butted him so severely on the head that he was sent rolling into the road. When picked up it was found that his injuries necessitated his removal to the hospital whether he was accordingly conveyed.

Sir John Murray, who is on his way to visit Christmas Island, in the Indian Ocean, will, the London correspondent of the *Scotsman* says, be joined there by Dr. C. W. Andrews, of the Geological Department of the British Museum. Dr. Andrews, it may be remembered, visited Christmas Island ten years ago, and at the instance of Sir John Murray he stayed on the place for over a year for the purpose of making an exhaustive exploration of the fauna and flora of an oceanic island not up to that time inhabited by man. Since then Christmas Island has been opened up by the working of its guano deposits, and there is now a population, chiefly Chinese coolies, of about 1,000 persons. Paths have been cut through the island, which is estimated to cover fifty square miles. Sir John Murray, who is the author of numerous papers on subjects connected with geography, oceanography, marine biology, and limnology has recently been making a short stay in Hongkong.

THE HONGKONG "OPIUM DENS."

STATEMENT IN PARLIAMENT.

In the House of Commons on the 25th ult.:—
COLONEL SHELBY, Under Secretary of State for the Colonies, replying to Mr. Lyttelton, said, with reference to the complaint that the Government had taken action with regard to the closing of the opium dens without consulting the authorities at Hongkong, although they did their best to ascertain the views of the people, it was quite impossible to get anything like a reasoned opinion from the inhabitants of Hongkong. He reiterated what he had said in a previous discussion, that it was the policy of the Government to close the opium dens Hongkong. That remained the policy of the Government, and as regarded that policy itself the right hon. gentleman would forgive him if he quoted words of his. The right hon. gentleman said on a former occasion: "I congratulate the Government and the Under-Secretary on having taken steps which are entirely reasonable in the circumstances." (Hear, hear.)

Mr. LYTTLETON.—I agree with that policy, but what I said was that every person of sense presumed that the ordinary steps had been taken that would make the policy practicable.

COLONEL SHELBY said the ordinary steps could not be taken for reasons that he had given. The ordinary steps were now being taken, and the Government would act throughout on the advice they had recently obtained, and would obtain, from the Governor. He believed he would be able to satisfy the House that the best public opinion in Hongkong, and the opinion of the Governor himself, coincided with the policy of the Government as to the measures they proposed to take.

SWISS GIRL TO SWIM THE CHANNEL.

Mme. Marthe Robert, aged twenty, of Neuchâtel, who holds all the Swiss records in swimming both for long distance and speed intends to make an attempt to swim across the Channel this summer.

Last year with her elder sister Cecile she created a sensation in Paris by swimming through Paris in the amateur race organised by the "Sports" journal, and finishing ahead of a number of the best male swimmers.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 27th at 11.51 a.m.—The typhoon which was situated to the E. of Shanghai yesterday has recurred to the N.E. and is now over Korea.

The barometer has risen considerably to moderately at all stations, except at those on the N.E. coast of China and in Japan.

Pressure is still high over the Pacific to the E. of Japan. It is low apparently, to the Southward of the Bonin Islands.

Moderate N.E. and E. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending 10 a.m. to-day, 0.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood. E. winds, moderate, showery.

Formosa Channel ... N.E. winds, moderate.

South coast of China between ... Same as No. 1.

Hongkong and Lantau. Same as No. 1.

Hongkong and Hainan. Same as No. 1.

Hongkong and Neighbourhood. E. winds, moderate.

Formosa Channel ... N.E. winds, moderate.

South coast of China between ... Same as No. 1.

Hongkong and Hainan. Same as No. 1.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

OBITUARY.

LONDON, August 25th.

The death is announced of Sir Eyre Massey Shaw, K.C.B., who was formerly Chief Constable and Chief of the Fire Brigade, Belfast; and subsequently, for thirty years, Chief of the Metropolitan Fire Brigade, London.

Sir George Barclay-Bruce, the well-known engineer, is also dead. Sir George began his career as a civil engineer under Robert Stephenson and at one time occupied the position of Chief Engineer of the Madras Railways.

Mr. W. S. Slade, instructed by Mr. J. Scott Harston (of Messrs. Evans and Harston) appeared for the plaintiffs, the defendants being represented by Sir Henry Berkeley, K.C., instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master).

It was mentioned in the statement of claim

that the plaintiffs were merchants carrying on business at 25, Des Vœux Road West, and the

defendants, Messrs. Butterfield and Swire, were

the agents in Hongkong for the defendant Company.

The "Akashi Maru" left Amoy to

on a voyage to Hongkong having on board, stored in the treasure room, treasure in the form of

coins to the value of \$28,050 consigned to the

plaintiffs, together with treasure to the value of

\$3,141.12 consigned to other persons, ten bags

of mails and other packages, the contents of

which were unknown to the plaintiffs.

At 2.25 a.m. on September 30th, 1906, the ship

struck the outer part of the North Mergo Shoal, and remained fast. At that time

the wind was from the north east, and blowing

with about force five. There was a heavy

swell on the port beam of the "Akashi Maru,"

and it was about high water. Shortly after striking, signals for assistance

were made to the s.s. "Yochow" belonging to

the defendants, the China Navigation Co. Ltd.,

which was close by on a voyage from Amoy to

Hongkong. The lifeboats of the "Akashi Maru" were launched and 32 steerage and seven

first-class passengers, and the captain, officers

and crew of the "Akashi Maru," 129 in number,

were safely carried to the "Yochow."

The lifeboats were manned by the crew

of the "Akashi Maru," all with the exception of

one bag of mails which was lost on being lowered

into the lifeboat. The "Yochow" proceeded

on her voyage to Hongkong, and the nine bags

of mails from the "Akashi Maru" were delivered

to the Post Office, and six boxes and ten packages and one brown paper parcel were

delivered to Butterfield & Swire. The plaintiffs

shortly afterwards found that one box of silver

coins containing \$4,334 had not been received by

the defendants, Butterfield & Swire, making

the value of the treasure which came into the

possession of the defendants \$29,307.12, of which

\$21,666 was the property of the plaintiffs.

The defendants, Butterfield & Swire, at some date

unknown to the plaintiffs, delivered to the

Chinese Imperial Maritime Customs the value of

\$241.12, part of the treasure received from

the "Akashi Maru," all with the exception of

one bag of mails which was lost on being lowered

into the lifeboat. The "Yochow" proceeded

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CANTON.

[FROM OUR CORRESPONDENT.]

August, 26th.

INCREASE OF SALARIES.

Prices of all kinds of articles having increased considerably of late, almost doubling the cost of living to what it was a few years ago. Sir Robert Hart last year instructed the Commissioner of Customs in the Kwangtung Province to add to the salaries of the Chinese staff of the Customs a bonus of 10 per cent. on this account.

It is now reported that Mr. Paul H. King, Commissioner of Customs here, has received instructions from the Acting Inspector-General of Customs to replace the bonus by a definite increase of 10 per cent. in the salaries of the Chinese staff, commencing from the month of October.

THE BOYCOTT.

The following is a translation of a circular issued by the Piece Goods Guild here:

"We beg respectfully to inform you that on the 16th day of the 4th moon this year, the Guild sent a notice round to all the merchants calling upon them to carry out the duty of upholding the honour and dignity of the people and the country. We are deeply grateful to the merchants for answering the call."

"In the meeting held to-day, we all declared that hereafter we will not purchase any fresh goods (Japanese) and will strictly adhere to our duty to our country."

"Following is a list of the regulations framed at the meeting and we trust that you will obey them:

1. Hereafter all merchants of this Guild will not purchase any fresh goods. Those who break this rule are liable to be fined \$50 for each offence. Seventy per cent. of the fine will be given to the informer and 30 per cent. will be retained by the Guild. This will act as a warning to the merchants.

2. Should a delinquent firm or merchant refuse to pay the fine imposed, all the merchants of the guild will cease to transact business with that firm and we will immediately publish the name of the firm in the newspapers, denouncing the proprietors of the firm as men devoid of shame, so as to caution others.

2. The merchants of this guild will cease to transact business through any brokers who are discovered to be clandestinely purchasing (forbidden) goods on behalf of any firm. The breaking of any of the above rules means disobedience."

The Bank Guild has also announced to the public that they have recently discovered that several banks are devoid of shame in making money by purchasing money (Japanese) and negotiating drafts. They state that the proprietors of these banks are desirous of breaking up the Boycott Union, and that the public are greatly incensed against them for their "abominable behaviour."

The Guild has resolved that hereafter, if any of these "cold-blooded reptiles" should have the audacity to disregard the rules of the guild, all other banks will cease to transact any business whatever with them.

THE FLOOR FUND BAZAAR.

The Bazaar Committee reported that they collected \$637.70, \$413.00 and \$7,045.50 on the 23rd, 24th and 25th instant respectively.

It is reported that many of the prominent purchasers at the Bazaar have not yet paid the money enabling them to take delivery of their purchases.

The Bazaar Committee have not complied with the request of the Canton Press who asked to be supplied with particulars of the auctions. In the meantime much unpleasant correspondence has passed between the Committee and the Press. The merchants in Foshan recently decided to hold a similar Bazaar, but have now announced to the public that they have abandoned the idea. This is probably due to the existing unsatisfactory state of affairs in connection with the Canton Bazaar.

INCOMPREHENSIBLE LAWS.

Recently the Hien Ching, Pin Cha Koon, the New Board of Department established at Peking to make preparations for parliamentary government, sent a despatch to Viceroy Chang inclosing for his consideration a copy of the new laws. The Viceroy, after perusing the laws carefully, has memorialized the Throne to the effect that Chinese laws are too stringent and foreign laws too lenient. The Government should strive after the happy medium. He says moreover that there are a lot of new terms (Japanese) in the new laws sent to him by the above Department and that these are incomprehensible to every one, including the Chinese professors of the local Law College who studied in Japan. The officials being unable to grasp the meaning of the laws how, asks the Viceroy, would the people interpret them? Now-a-days when so many international affairs arise, these incomprehensible new laws might lead to complications involving the State in serious trouble. He advised that laws should be drawn up in Chinese style, and he entreats the Board to eliminate foreign terms and words.

THE ANGLO-JAPANESE ALLIANCE.

Count Jutaro Komura, G.C.M.G., G.C.V.O., late Japanese Ambassador to the Court of St. James's, now Minister for Foreign Affairs, before leaving London, received a representative of *The Times* at the Embassy in Grosvenor-gardens. He said:

"I am going home with my convictions strengthened in regard to the value of the Anglo-Japanese Alliance in the preservation of peace, and also with the absolute conviction of the good will and sincere friendship of the English nation towards Japan, which the Japanese nation is always ready to reciprocate fully."

SHIPPING-NEWS.

LATEST STEAMER MOVEMENTS.

The str. *Windsor* left Shanghai on the 27th inst. at 11 a.m., and is due here on or about the 30th inst. morning.

The Russian str. *Aurora* left Kobe on the 26th inst. p.m., and may be expected here on or about the 2nd inst.

The str. *Glasse* arrived in New York on the 22nd inst.

ACROSS IN THE SUZU CANAL.

The Nippon Yusen Kaisha's s.s. "Kamakura Maru," outward bound, ran aground in the Suez Canal on the 7th inst., but was refloated on the 9th. No damage was sustained.

THE JAPAN CHINA SHIPMENT COMPANY.

Bad as the freight market has been, the Japan-China Steamship Co. are reported to be anticipating even duller times, and the Directors have decided on "dreadful economies."

These include the discharge of all the Company's foreign employees with the exception of Captain Scott, who is well known on the Yangtze. There are fifty-two foreigners at present employed on the Company's ships.

The Japanese staffs in China are also to be considerably reduced.

OIL FUEL.

In view of the satisfactory results obtained in the official test conducted on the Japanese dispatch-boat *Yazuyama* of the use of crude oil for fuel, the Admiralty has decided to fit cruisers of the smaller type, *des roys* etc., with devices for the use of either coal or crude oil. A further experiment will be made with the big battleships, and the *Yao-wei* (9,800 tons displacement) is now being fitted with apparatus originally designed for use on the *Salerno*. On its completion the *Yao-wei* will start on trial trip.

JAPAN AND SHIPPING SUBSIDIES.

It is becoming evident, remarks the *Japan Chronicle*, that the policy of shipbuilding subsidies and bounties in Japan is breaking down, being subjected to keen criticism from within as well as without, and those who have studied conditions here, and watched their effect on the national industry, will not be inclined to agree with the suggestion that Great Britain would do well to adopt some of the methods of either Japan or Germany in this matter. In the latter country the shipping industry is suffering at least as much as, if not more than, it is in England. Retrenchment is the order of the day all round, dividends have declined, and there is general complaint that there is no money in the business. There will be no improvement until trade generally shows signs of recovery, and even then it will be some years before the shipping industry returns to a condition of prosperity, as the excess of tonnage produced by recent wars must first find employment. Certainly the experience both of Japan and Germany shows that subsidies are no remedy, but that they tend rather to increase the difficulties of the problem by promoting construction in excess of the demand.

GERMAN SHIPPING.

In a letter to the *Franzfurter Zeitung* the managing director of the Hamburg-American Line, Herr Ballin, denies the recent reports of negotiations between the large German shipping companies and the German Government with a view to obtaining indirect subventions in the form of loans of public money for new construction. On the other hand, Herr Ballin admits that a series of bad years or an abnormal extension of the subsidy system abroad might ultimately compel German shipping in self-defence to appeal to the State for assistance. In his opinion the best way out of the difficulties of this complicated question would be to summon an international conference on the subject.

Hamburg shipping has not had a very prosperous year, and the annual report of the Hamburg Shipowners' Association shows that, in German shipping circles, the tendency on part of States like Holland, Belgium, and Sweden to grant increased subsidies to their own shipping is being viewed with considerable irritation.

SHIPPING CLAUSES AGAINST RUSSIA.

In the House of Commons last month in reply to a question by Mr. McArthur (Liverpool, Kirkdale, Opp.) as to the claims for compensation for losses sustained by the British ships *St. Kilda*, *Hippsang*, and *Oldham* during the Russo-Japanese war.

Mr. J. A. Potts (Epsom, Saffron Walden), on behalf of the Foreign Secretary, said:—My right honourable friend has nothing at present to add to the answer he returned to a similar question put by the hon. member for Darlington on the 11th ultimo, to the effect that those particular cases are still before the Prize Court, and that the Embassy is doing all in its power to expedite the hearing.

In reply to another question, relating to the Knight Commander Calcas and Malaca,

Mr. J. A. Potts said:—As regards the Knight Commander my right hon. friend must refer the hon. member to the answer he gave on the 2nd ultimo to the hon. member for North Hackney, in which he stated that the Russian Government had refused to submit the case to arbitration. His Majesty's Government have expressed their regret at this decision, and have set forth in an official despatch the grounds on which they are unable to add to the answer he returned to a similar question put by the hon. member for Darlington on the 11th ultimo, to the effect that those particular cases are still before the Prize Court, and that the Embassy is doing all in its power to expedite the hearing.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printings, Binding, &c., should be addressed to the MANAGER. Advertisements and Subscriptions which are not entered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

DIOCESAN SCHOOL & ORPHANAGE. SCHOOL DUTIES will be RESUMED on TUESDAY, 1st September. For Terms for Boarders or Day Scholars, apply to THE HEAD MASTER, Hongkong, 25th August, 1908. 1224

NOTICE.

ALL PARTIES having PAYMENTS to make to or CLAIMS against the Estate of M. JOH. THIEN, deceased late of Hankow, are requested to send full Particulars to the undersigned, not later than SUNDAY, 29th September next. H. LINDMEYER, Executor. Hankow, 20th August, 1908. 1235

TYPHOONS.

INSURANCE Against LOSS or DAMAGE to Buildings, Contents of Godowns, Stores or Dwelling Houses in Hongkong and China.

For Particulars apply to—

W. H. TRENCHARD DAVIS,
HOTEL MANSIONS.

Hongkong, 28th August, 1908. 1236

BOY CLERK WANTED

FOR SERVICE IN HIS MAJESTY'S NAVAL YARD, HONGKONG.

COMPETITIVE EXAMINATION of CANDIDATES for the above appointment will be held in the CHAPLAIN'S ROOM, H.M. NAVAL YARD, on MONDAY, September 7th, 1908, commencing at 10 a.m. Candidates must be not less than 17 years of age on the day of the examination.

Applications should be filed, not later than Noon, FRIDAY, SEPTEMBER 4th, with the DEPUTY VICE-ADMIRAL AND OFFICER, H.M. Naval Yard, from whom further particulars may be obtained.

Hongkong, 28th August, 1908. 1237

WANTED

WANTED

EUROPEAN LADY ASSISTANT for Shopwork. Apply personally to— WEISSMANN LIMITED, 34 Queen's Road, Central, Hongkong, 27th August, 1908. 1229

WANTED

PRINTER'S FOREMAN. Must have a thorough knowledge of English and be able to read proofs accurately and quickly. Good Salary and permanent position to suitable man. Apply— BUSINESS MANAGER, "Hongkong Daily Press," Hongkong, 25th August, 1908. 1222

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, TOMORROW (SATURDAY), 29th August, 1908, commencing at 4 p.m.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey and Gymkhana Club.

Soldiers and Sailors in Uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

Post entries will be accepted for event No. 5. REGINALD F. C. MASTER,

Hon. Secretary and Treasurer.

Hongkong, 26th August, 1908. 1227

NOTICE OF REMOVAL

THE Undersigned beg to notify their Customers and the General Public that they have REMOVED to No. 7, DES VŒUX ROAD CENTRAL, opposite the P. & O. Co.'s Office.

A new variety of ARTISTIC PICTORIAL POST CARDS, ASIATIC and FOREIGN POSTAGE STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great Assortment of MANILA GUMS and CIGARETTES, as well as NOVEL, ALBUMS, etc., are for Sale at moderate prices.

GRACA & CO.,

27, Des Vœux Road.

Hongkong, 7th August, 1908. 1021

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDER'S

"CLARE MONT,"

2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 563

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 35 & 37, HING LOONG STREET (2nd Street, west of Central Market) Telephone No. 513. 660

JUST ARRIVED.

AMERICA'S LEADERS
W.B. CORSET.

GREAT DEMAND FOR LONG WAIST, ERECT FORM AND NUFORM.

HOOSAIN-ALI & CO.,
14, Queen's Road, Central.

Hongkong, 27th August, 1908. 651

SANG MOW.
RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colors on Sale.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 19th January, 1908. 221

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL,

HONGKONG.

Hongkong, 20th February, 1908. 401

FOR SALE

CHINA EXPRESS CO.,
3, DUDDELL STREET.

FOR SALE A Quantity of NETTING for TENNIS COURTS, etc., at less than half cost.

GORE-ANSCHUTZ FOCAL PLANE CAMERA, PHOTO MATERIALS, DISHES and CHEMICALS.

Hongkong, 5th August, 1908. 1050

FOR SALE

LOT No. 52, British Concession. Property of the CANTON CONDITION HOUSE CO., is hereby advertised for Sale until the 10th of September next. Tenders to be sent to the SECRETARY.

L. ALBERT,

Canton, 10th August, 1908. 1170

FOR SALE

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central, Hongkong, 16th May, 1908. 853

STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 253 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT, DEEP WATER.

Also FOR SALE Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. APPROXIMATE AREA 3,000 SQUARE FT. 999 YEARS LEASE.

For Particulars, apply— GEO. FENWICK & CO., LTD.

Hongkong, 3rd June, 1908. 1018

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June, 1908 at the Rate of TWO POUNDS STERLING per Share is Payable on and after MONDAY, the 21st day of August current, at the Office of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd August, 1908. 1114

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 Per Cent per Share for the Six Months ending 30th June, 1908, declared at Monday's Ordinary Half-Year Meeting, will be payable at the premises of the Hongkong & Shanghai Banking Corporation, on and after TUESDAY, the 25th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Building, New Praya.

By Order of the Board of Directors,
THOS. I. BOSE,
Secretary.

Hongkong, 25th August, 1908. 1219

TO LET

TO LET

NOS. 15, 17, 19 and 21, SEYMORE ROAD.

Apply to—

COMPRODOR'S DEPARTMENT,

Nippon Yusen Kaisha,

Hongkong, 1st July, 1908. 128

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—

YEE SANG FAT & CO.

Same address.

Hongkong, 23rd January, 1907. 270

TO LET.

NOS. 1, 2 and 5, ORMSBY TERRACE,

Kowloon, with Ground at rear for Recreation Garden. Cheap Rental.

Apply to—

SPANISH PROCURATION,

2, Seymour Road.

Hongkong, 28th August, 1908. 1226

TO LET.

NOS. 1, 2 and 5, ORMSBY TERRACE,

Kowloon, with Ground at rear for Recreation Garden. Cheap Rental.

Apply to—

YEE SANG FAT & CO.

Same address.

Hongkong, 23rd April, 1908. 1226

TO LET.

COAL YARD.

From 1st September, 1908.

A PORTION of the COMPOUND of

Marine Lot, No. 42, Wan Chai, Praya East,

facing the Sea, used for Storing Coal, now in

possession of Messrs. CHIT CHONG & Co., Coal Merchants.

Apply to—

N. MODY & CO.

54, 56, Queen's Road, Central.

Hongkong, 23rd July, 1908. 1215

TO LET, FROM 1ST SEPTEMBER.

AT SHAMMEN, CANTON.

HOUSE No. 103, (Kwan How Buildings),

at present in the occupation of the

F.M. Chastons.

Apply to—

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1908. 1110

TO LET.

NOS. 71 and 75, CAINE ROAD.

Apply to—

SAM WANG CO., LTD.,

31, Queen's Road Central.

Hongkong, 25th August, 1908. 190

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by

Fried. BORNEMANN.

Apply to—

DAVID SASSOON & Co.

Queen's Road Central.

Hongkong, 10th June, 1908. 947

TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVEST.

MENT & AGENCY CO., LTD.

Hongkong, 1st August, 1908. 823

TO LET.

OFFICES and ROOMS on the 1st and

2nd Floors of No. 14, Des Vœux Road

Central (formerly occupied by

MEERS.

Apply to—

NOTICE TO CONSIGNEES

"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL

THE Company's Steamship

"INDRANI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent.

No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

JARDINE, MATHESON & CO. LTD.

Agents.

Hongkong, 25th August, 1908. 1220

From EUROPE

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRASILIA."

Captain Schwinghammer, having arrived, Consignees of Cargo are hereby informed to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside Kowloon Wharf.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 24th August, 1908. 1217

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 4 hours.

Goods not cleared by the 31st inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 25th August, 1908. 1

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd September, at 9.30 A.M.

All Claims must reach us before the 6th September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.

General Agents.

Hongkong, 26th August, 1908. 5

S I E N T I N G

SURGEON DENTIST,

No. 10, D'AUGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1908. 575

FOR EUROPE & AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPORTS. A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT, Subscription paid in advance, \$12 per annum. Postage \$2 to any part of the World.

HOW I RAN THE MARATHON RACE.

BY PIETRO DORANDO IN THE "DAILY MAIL."

I should like to make it clear that my surname is not Dorando. It is the Italian custom to put the surname first and the baptismal name afterwards; thus, according to the English fashion, my name is Dorando Pietro.

But I do not mind the mistake which every one has made for it is pleasant to have every one call you by your Christian name; it makes me feel that you are all my friends; it makes me feel that I love you all with the warmth of my heart.

I was born not in Capri, as so many writers have said, but in Carp, which is near Modena. I am twenty-three years old next October.

At home I am a confectioner, and as I have to earn my living, I am very devoted to my trade. When I was quite a boy I always had a feeling that I could run faster than most boys, and later I ran in a lot of club races and won many prizes.

I used to train in my spare time when I had done my work for the day, but I have never died myself. My meals in the ordinary were the meals of any other Italian—minestrone, macaroni in various forms, and plenty of fruit.

There are just two things from which I abstain—smoking and spirits. I am not a teetotaler, however, and always with lunch or dinner I drink the good vino di Barolo. A good meal and a glass of wine before a long run have never harmed me.

DREAM OF A LIFETIME.

When I came to London it was to realize the dream of my life—I wanted to win the Marathon Race. In Italy I reached the summit of my desires when I won the Italian championship for long-distance running. I had run a race almost the same distance as the Marathon. That was in 1906, when I did Rom to Monte Rotondo in two hours forty-two minutes.

So that when my friends cried "Addio, Dorando! Don't come back without the trophy," I swore that I would not. "Ah! but I have something far greater than the trophy; it will go in their eyes when they see the gold cup, and when I tell of the glorious and beautiful Queen of England."

Well, I came to England, feeling fit and strong, because I had just finished my eighteen months' service in the Army, and that makes a man as hard as the hills.

"I will win the Marathon Race or die." I said to my friends here the night before.

In the morning I was up early and had a fine breakfast of four fried eggs and coffee. For lunch I had a steak, slightly underdone. I never felt stronger in my life than I did at the start on that glorious day. The sun was still little; I am used to the hills which it makes it.

"I kept up the same pace through the whole run—about 9½ miles an hour, and I neither stopped nor rested."

Of what does one think on such a run? Of nothing, except the far-away goal. For the rest, the mind is blank; perhaps it is, though its mind is blank; perhaps it is, though its

once by the big outstanding thought of the finish.

Small things are noticed, such as the expression on the face of a woman as she races by, or the eye of a man cheering in an unfamiliar tongue. Once I saw a rabbit scampir across the road.

FOOD BY THE WAY.

For refreshment on the way I took some sweet coffee and sucked a lemon. Later on I had some beef tea, a man offered me a basket of mixed fruit and jelly, and I took a slice of meat.

So the miles passed, and I ran on, cheered by my attendants and by the news that I was running well, and that only Hoffmann was leading. Him I passed with joy thumping at my heart, and then I went a little stronger, for I know that I was first—first!

Oh! the joy of victory which I thought was to mine. It was exciting. More disastrous than the heat, and the run and the long road was the excitement that threatened to choke my heart! My impressions are necessarily hazy, but one will remain for ever.

I came to the Stadium.

Can you realize what that meant for me?

Imagine, under any circumstances, the effect on your mind of 8,000 people or more shouting your name at once, and you a small figure dazed and desiring rest after running from Windsor in the heat of that afternoon.

I came into the Stadium, and the shouts met me...

... It seemed that I could feel the great shout from 8,000 throats striking my ears! The sight of the black mountains of people and the huge oval of the Stadium dazed and stupefied me. They crushed me with their welcome. My nerves gave way.

I was conscious when I fell. The change from the hard road to the soft, loose sand track obliged my feet, so that I could barely move them. I knew what I was doing.

DISAPPOINTMENT AND GRATITUDE.

Oh! Why did they help me up? I could have got up if they had let me rest just a little.

My strength may have been giving way, but I felt equal to winning the race. I did not ask to be helped. It was not my fault that they caught hold of me.

I thought I had won, and when they told me the bitter truth I broke down. I did not complain; I suppose I wept secretly in my disappointment.

I am still weeping now for the tender sympathy of the British people and the glorious way in which the Queen of England has honoured me.

I cannot write my gratitude, but I feel it, and when I return to Italy I shall tell them how England—the great land of sportsmen—was generous and kind to me.

So I thank all those who have sent me letters and telegrams—I thank them from the bottom of my heart.

So do I thank the unknown lady who took a bracelet from her arm yesterday and bade me wear it; and the working man who gave me a shilling because he said he had no more to give me.

I shall wear that shilling always on my watch-chain, so that when I am old, years hence in Italy, I shall remember those days when I ran and lost the Marathon Race.

Messrs. Calbeck, Macgregor & Co. are introducing to Hongkong the Aquarius Dry Ginger Ale manufactured by the well-known Aquarius Company of Shanghai—a first class beverage which will doubtless command an extensive sale.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charmante, Latit Charmant and Special Skin Tonic and Pouder Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents

COST OF MODERN WARFARE.

A GERMAN ESTIMATE.

On the authority of the well-known General of Infantry, General von Blume, the Magdeburg Zeitung publishes an interesting article on the cost which Germany would incur in her next European war. It would be a mistake, thinks General von Blume, to believe that Germany's next war would be of shorter duration than that of the Franco-Prussian war, or that the struggle of thirty-eight years ago against France. It is quite true that a State, no matter how strong, could hold out long under present conditions of warfare, but then it is equally true that no great Power would ever engage in war unless her very existence were jeopardized, and in such a war every State would fight till utterly exhausted. A Thirty Years' War or a Seven Years' War would now be impossible, and if it is, we are going to have a very bad winter, and those whom it concerns will do well to take thought for it beforehand.

Everyone knows that the prosperous time is over, and depression has set in; it is shown by the returns of trade, of pauperism, and of unemployment.

But general evidence of this kind only produces a vague impression; it does not reveal the exceptional prospect before us. To realize that one must have more detailed knowledge, I happen to have spent much time during last winter and spring in all the largest seats of industry in England and a conviction gradually formed in my mind from accumulated evidences that we are going to have a very bad time indeed.

It impresses one to see, one after another, vast and magnificent workshops completely equipped with the most modern and perfect appliances—a desert. And that is literally true to-day.

This is not an ordinary depression due to the universal see-saw of trade. It is greatly aggravated by the result of national economies.

Further, the standing residuum of unemployment, which steadily increases, not from year to year, but from period to period, is perceptibly swelled by the reduction of Government establishments and the discharge of men both workmen and soldiers. Then there is a special cause in one large district. The engineers in the north-eastern shops have been away from work for several months, and are evidently going to stop away till their funds are exhausted; when that happens they will find little work to go back to, and will join the labourers automatically thrown out of work as paupers.

I draw two conclusions from these and other signs, a direct and indirect one.

The first is that unemployment will be very widespread and distress zone.

All the agencies, official and voluntary, which will have to deal with it should make their plans bolder and

more far-sighted.

As a year's campaign would therefore not fit in with the present state of things, I have

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SHIPPING.

ARRIVALS.
 ARANA, British str., 2,678, A. Bowden, 26th Aug.—New York 28th June, Petroleum—Standard Oil Co.
 BENJOL, British str., 1,932, Gny, 27th August—Yokohama 20th Aug.—Gibb, Livingston & Co.
 CHONGMING, British str., 1,256, V. McC. Liddell, 27th August—Tientsin via Ports 19th August, General—Jardine, Matheson & Co.
 EMPRESS OF JAPAN, British str., 5,940, F. Robinson, R.M.S., 27th August—Vancouver Aug. 5th and Shanghai 24th, Mills and General—Canadian Pacific Railway Co.
 HOPSANG, British str., 1,359, Jas. M. Hay, 27th August—Sourabaya 12th August, Sugar—Jardine, Matheson & Co.
 JOHN HARDIE, British str., 2,816, MacMillan, 26th August—New York 19th June, Kerosene Oil—Standard Oil Co.
 MEIFOO, Chinese str., 27th August, Canton.
 SONGHAI, British str., 1,359, Jas. M. Hay, 27th August—Tientsin 12th August, Sugar—Jardine, Matheson & Co.
 JOHN HARDIE, British str., 2,816, MacMillan, 26th August—New York 19th June, Kerosene Oil—Standard Oil Co.
 HOPSANG, British str., 1,359, Jas. M. Hay, 27th August—Sourabaya 12th August, Sugar—Jardine, Matheson & Co.
 JOHN HARDIE, British str., 2,816, MacMillan, 26th August—New York 19th June, Kerosene Oil—Standard Oil Co.
 HOPSANG, British str., 1,359, Jas. M. Hay, 27th August—Sourabaya 12th August, Sugar—Jardine, Matheson & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

27th August.
 Benglo, British str., for Singapore.
 Chatham, British str., for Newcastle.
 Glenoie, British str., for Amy.
 Kowloon, German str., for Tientsin.
 Euanley, British str., for Durban.

DEPARTURES.

27th August.
 BRASILIA, British str., for Shanghai.
 CHIYUEN, Chinese str., for Canton.
 GILBERT, French str., for K. C. Wan.
 HANOI, French str., for K. C. Wan.
 LUPIN, British str., for Haiphong.
 JOHN HARDIE, British str., for Canton.
 NORE, British str., for Shanghai.
 T. E. FREDERICK, German str., for Shanghai.
 TAISHAN, British str., for Saigon.

SHIPPING REPORTS.

The British str. Chongming reports variable weather lately smooth sea and showery.

VESSELS IN DOCK.

August 26th.
 ALZEDDEN DOCKS—Haiching.
 KOWLOON DOCKS—Sorsogon, Laisang.
 H.M.S. Whiting, Jutecopolis, H.M.S. Robin, U.S.S. Albatross, Japan, Shirewa, Omeang.
 COSMOPOLITAN DOCKS—Pocahontas, Iyo Maru.

VESSELS ON THE BERTH

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW

THE Company's Steamship

"HAITAN."

Captain's Report, will be despatched for the above Ports TO-DAY, the 28th inst., at 2 P.M.

A reduction of 20 per cent. on First Class Fares to Foochow and September.

For Freight or Passage apply to

DOUGLAS LARAIK & CO., General Managers, Hongkong, 25th August, 1908.

FOR SHANGHAI, YOKOHAMA AND KOBE

THE Steamship

"JAPAN."

Captain J. G. Glavin, will be despatched for the above Ports on MONDAY, the 31st inst., at 4 P.M., instead of as previously advertised.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric light, and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SAS-DOON & CO., LTD., Agents.

Hongkong, 28th August, 1908. 1204

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Capt. G. C. Cundy, R.N.R., will be despatched for the above Ports on MONDAY, the 31st August, at 5 P.M.

Surgeon and Stewardess carried.

For Freight and Passage, apply to

SHEWAN, TOME'S & CO., Agents.

Hongkong, 28th August, 1908. 1093

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED TO BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY the 5th September at NOON, taking passengers and cargo for the above port in connection with the Company's a. "Mongolia," 10,000 tons, from Colombo passengers' accommodation in which vessel is assured before departure from Hongkong.

Silk and Vanishes, all cargo for European Trade for London (order arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London &c. will be conveyed from Bombay by the R.M.S. "Egypt" due to London on the 17th October 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 24th August, 1908. 1

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HAMBURG & ANTWERP	FLINTSHIRE	Brit. str.		G. C. Cundy, R.N.R.	SHEWAN, TOME'S & CO.	On 31st inst., at 5 P.M.
LONDON, HAVRE & ANTWERP	GLENBOY	Brit. str.		T. Darke	McGREGOR BROS. & GOW	On 30th inst.
LONDON & C. VIA USUAL PORT OF CALL	DELHI	Brit. str.		J. D. Andrews, R.N.R.	P. & O. S. N. CO.	On 5th Sept., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	NTANEA	Brit. str.		H. S. Bradshaw	P. & O. S. N. CO.	About 9th Sept.
DUNKIRK, ANTWERP & HAMBURG &c.	SPEZIA	Ger. str.		Kofste	HAMBURG-AMERIKA LINIE	After 10th Sept.
HARVE & HAMBURG VIA STRAITS &c.	AMBRA	Ger. str.		Deima	HAMBURG-AMERIKA LINIE	On 20th September.
HARVE & HAMBURG VIA STRAITS &c.	BALASIA	Ger. str.		Schwinghammer	HAMBURG-AMERIKA LINIE	On 4th October.
HARVE & HAMBURG VIA STRAITS &c.	SILESIA	Ger. str.		v. Hoff	HAMBURG-AMERIKA LINIE	On 18th October.
MARSEILLES, A.O. TO PORTS OF CAIRN	YARA	Fr. str.		Soller	MESSEGERIES MARITIMES	On 1st Sept., at 1 P.M.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE &c.	SANUKI MARU	Jap. str.		K. Horita	NIPPON YUSEN KAISHA	On 15th Sept., at 12 M.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE &c.	AWA MARU	Jap. str.		A. Kihara	NIPPON YUSEN KAISHA	On 16th Sept., D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE &c.	CATHAY	Jap. str.		Poter	MELCHERS & CO.	Middle of September.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE &c.	SLAVONIA	Jap. str.		G. Meiners	HAMBURG-AMERIKA LINIE	On 11th Sept.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	DEFFENBERG	Brit. str.			MELCHERS & CO.	On 9th Sept., at Noon.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	INDHAMATO	Brit. str.			SHEWAN, TOME'S & CO.	On 18th Sept.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	EMPEROR OF JAPAN	1 m.			CANADIAN PACIFIC R. CO.	On 5th Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	LENNOX	Brit. str.			CANADIAN PACIFIC R. CO.	On 11th Sept., at Noon.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	YU MARU	Jap. str.			NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	IVERIC	Brit. str.			DOWELL & CO. LTD.	On 20th Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	YAGA MARU	Jap. str.			NIPPON YUSEN KAISHA	On 18th Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	CHANGSHA	Jap. str.			BUTTERFIELD & SWINE	On 20th Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	YAWATA MARU	Jap. str.			NIPPON YUSEN KAISHA	On 4th Sept., at Noon.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	MANILA	Ger. str.			MELCHERS & CO.	On 10th Sept., at 5 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	NIKKO MARU	Jap. str.			NIPPON YUSEN KAISHA	On 2nd Oct., at Noon.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	LITUANIA	Brit. str.			MELCHERS & CO.	On 3rd Sept.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	TRANSQUEBAR	Dan. str.			NIPPON YUSEN KAISHA	On 15th Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	KAMAKURA MARU	Jap. str.			NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	NAGASAKI, KOBE & YOKOHAMA	Jap. str.			JAVA-CHINA-JAPAN LIJN	On 2nd Sept., at Noon.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	JAPAN	Jap. str.			P. NALIN	On 5th Sept.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	CHINGWANGTIAO, JAPAN, AMERICA &c.	Jap. str.			JARDINE, MATTHESON & CO. LTD.	On 2nd Sept., at Noon.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	TIENTSEN VIA SWATOW WEIHAIWEI & CHEFOO	Jap. str.			BUTTERFIELD & SWINE	On 2nd Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	TSINGTAU, CHEFOO & NEWCHANG	Jap. str.			OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	Jap. str.			DAVID SAS-DOON & CO. LTD.	On 31st inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	JAPAN	Jap. str.			MESSEGERIES MARITIMES	On 31st inst., at P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	ERNEST SIMONS	Jap. str.			JARDINE, MATTHESON & CO. LTD.	On 2nd Sept., at Noon.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	WINGANG	Jap. str.			P. & O. S. N. CO.	On 2nd Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	DEVANHA	Jap. str.			HAMBURG-AMERIKA LINIE	On 18th Sept.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	TOTOMI MARU	Jap. str.			JARDINE, MATTHESON & CO. LTD.	On 5th Sept.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	LUTIOW	Ger. str.			BUTTERFIELD & SWINE	On 2nd Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	SILESIA	Ger. str.			OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	NAMISANG	Brit. str.			DAVID SAS-DOON & CO. LTD.	On 31st inst., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	SHANGHAI, YOKOHAMA & KOBE	Brit. str.			MESSEGERIES MARITIMES	On 31st inst., at P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	YOKOHAMA & KOBE	Brit. str.			JARDINE, MATTHESON & CO. LTD.	On 2nd Sept., at Noon.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	SHANGHAI	Brit. str.			P. & O. S. N. CO.	On 2nd Sept., at 4 P.M.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	YOKOHAMA & KOBE	Brit. str.			HAMBURG-AMERIKA LINIE	On 18th Sept.
MARSHALLS, LONDON & ANTWERP & HAMBURG &c.	SHANGHAI	Brit. str.			JARDINE, MATTHESON & CO. LTD.	On 5th Sept.
MARSHALLS, LONDON & ANTWERP & HAMB						

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS	TO SAIL	STEAMERS
SHANGHAI	DEBANHA	About 3rd Sept.
LONDON VIA USUAL PORTS	DELHI	Capt. T. H. Hide, E.N.Z.
OF CALL	NYANZA	Noon, 5th Sept.
LONDON AND ANTWERP	ANG. COLOMBO PORT	Capt. J. D. Andrew, E.N.Z.
VIA SINGAPORE, PENANG, YOKOHAMA	YOKOHAMA	Capt. H. S. Bradshaw, E.N.Z.
SAID AND MARSEILLE	YOKOHAMA	About 8th Sept.
SHANGHAI, MOJI, KOBE, PERA	PERA	FREIGHT AND PASSAGE
YOKOHAMA	Capt. W. W. Cooke, E.N.Z.	ABOUT 12TH SEPT.
For further particulars, apply to		FOR FREIGHT AND PASSAGE
F. J. ABBOTT,		
Acting Superintendent.		

Hongkong, 28th August, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO	"KUEICHOW" ... On 28th Aug., 4 P.M.
and TIENTSIN	"YINGCHOW" ... On 28th Aug., 4 P.M.
AMBOY, NINGPO and SHANGHAI	"KAIKONG" ... On 29th Aug., 4 P.M.
CEBU and EGOLO	"TAMING" ... On 2nd Sept., 4 P.M.
MANILA, ZAMBOANGA, THUSS,	"CHANGSHA" ... On 2nd Sept., 4 P.M.
DAY ISLAND, OOKTOWN,	
CAIENS, TOWNSVILLE,	
BRISBANE, SYDNEY, with	
Transhipment for TASMANIA	
NEW ZEALAND, ADELAIDE,	
FREMANTLE and PERTH	
TSINGTAU, CHEFOO & NEWCHANG	"NANCHANG" ... On 2nd Sept., 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through all Australian, New Zealand and Tasmanian Ports.
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and North China Ports.
100000 TONS CALICO MAKES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	TELEPHONE 38.
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE,
Hongkong, 27th August, 1908.	AGENTS

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HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo to all European, North Continental and British Levantine, Black-Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SILESIA	... 10th September
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAMDIA	... 16th September
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SPEZIA	... About Mid. of Sept.
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SUEVIA	... 25th September
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. AMBRIA	... 26th Sept.
FOR HAYRE & HAMBURG:	S.S. BRASILIA	... 4th Oct.
FOR HAYRE & HAMBURG:	S.S. DALIN MARU	... 18th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO. S. S.

LEAVING

SHANGHAI via SWATOW, "CHOSHUN MARU"	SATURDAY, 29th Aug.
AMOY & FOOCHEW	Capt. T. SUBURA
TAMSUI via SWATOW, "DALIN MARU"	SUNDAY, 30th Aug.
AMOY	Capt. I. SAKURAI
ANPING via SWATOW, "SHOSHU MARU"	WED'DAY, 2nd Sept.
AMOY	Capt. I. ICHI

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins and Midships Unravelled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 28th August, 1908.

T. ARIMA, Manager.

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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR TIENTSIN via SWATOW, "CHEFOO"	"CHEONGSHING" Tuesday, 1st Sept. Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG" ... Tuesday, 1st Sept. 3 P.M.
SHANGHAI via NINGPO	"WINGSANG" ... Wednesday, 2nd Sept. Noon.
MANILA	"YUENSANG" ... Friday, 4th Sept. 4 P.M.
SH'HAL, YOKOHAMA, KOBE & MOJI	"NAMSANG" ... Tuesday, 8th Sept. Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG" ... Saturday, 12th Sept. 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KURSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

14

HONGKONG—NEW YORK
AND BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS
AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAMAYO" ... On 19th September, 1908.

For freight and further information apply to

SHEWAN, TOMES & CO.

GENERAL AGENTS.

Hongkong, 15th August, 1908.

1185

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER FROM EXPECTED ON OR ABOUT WILL LEAVE FOR ON OR ABOUT

TIJIMAHI	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TJILATJAP	JAPAN	Second half of Aug.	CHINA	Second half of Aug.
TJIKINI	JAPAN	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJILIWONG	JAVA	Second half of Sept.	JAPAN	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1st FLOOR, HONGKONG.

Telephone No. 375.

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JAVA-CHINA-JAPAN LIJN.

HEAD OFFICE: 16, DES VIEUX ROD.

HONGKONG.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

Head Office for the Far East:—

16, DES VIEUX ROD. HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

SAILING IN PORT.

STEAMERS, AMIGO, German str., 700, Fransend, 26th Aug.

PAKHOI and HOIHOW 25th Aug., General—DODWELL & CO.

SWANLY, British str., 2,908, W. E. Steele, 19th August—Ching-wan-tao 13th August

—Gibb, Livingston & Co.

ARENELL, British str., 2,433, Winsom, 24th August—Whampoa 23rd August, Ballast

—Bradley & Co.

CHATMAN, British str., 2,316, A. J. Duff, 5th August—Calico 23rd June—Chinas.

CHIYUN Chinese str., 1,171, C. Stewart, 26th August—Shanghai 21st August, General

—Chinas.

UJINA MARU Japanese str., 3,243, K. Ito, 23rd August—Kobe and Moji, 16th August

—Coal and General—Misui, Bussan Kisha.

VICTORIA, Swedish str., 2,980, Thos. Eckert, 22nd August—Kohschang 15th August—Thailand, Thorsen & Co.

YINGCHOW, British str., 1,216, Frazer, 24th August—Shanghai 20th August, General

—Butterfield & Swire.

SAILING VESSELS, ECLIPSE, British 4-masted bark, 2,063, James White, 13th Aug.—New York 26th April, Case Oil—Standard Oil Co.

JUTELPOLIS, British ship, 2,451, Stewart, 6th June—San Francisco 5th April, C. S. Oil—Standard Oil Co.

POST OFFICE NOTICE.

The mails ex. America Maru and Keeman were brought by the ss. *Empress of Japan*.
MAILS VIA "SIBERIA".

The ss. *Kuro-Mura*, will be despatched to Colby from Shanghai every Friday, with railway connection to meet the mail train from Vladivostock.

The *Direct Simon*, with the French mail of the 31st July, leaves Saigon on Friday, the 29th inst., at 2 p.m., and may be expected here on or about Monday, the 31st August. This packet brings replies to letters despatched from Hongkong on the 27th June.

K.O.R.

P.M.R.

DATE

Tsingtao, Nagasaki and Vladivostock	
Foochow	
Swatow, Amoy and Foochow	
Macao	
Amoy, Ningpo and Shanghai	
Swatow, Weihaiwei, Chefoo and Tientsin	
Shanghai and Moji	
Hobkow and Bangkok	
SHANGAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	
Swatow, Amoy, Foochow and Shanghai	
Swatow, Weihaiwei, Chefoo and Tientsin	
Manila	
Macao	
Colombia	
Swatow, Amoy and Tamsui	
Shanghai, Yokohama and Kobe	
Siagon	
Swatow, Weihaiwei, Chefoo and Tientsin	

EUROPE, &c., India via Tuticorin. (late letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Yarrow

REGISTRATION, with late fee of 10 cents, up to 10.45 A.M.

Registration, Kowloon B.O.

No late fee.

Letters, 11.00 A.M.

TUESDAY, 1st, 2.00 P.M.

TUESDAY, 1st, 3.00 P.M.

WEDNESDAY, 2nd, 11.00 A.M.

WEDNESDAY, 2nd, 11.00 A.M.

THURSDAY, 3rd, 11.00 A.M.

FRIDAY, 4th, 11.00 A.M.

SATURDAY, 5th, 3.00 P.M.

SUNDAY, 6th, 3.00 P.M.

MONDAY, 7th, 3.00 P.M.

TUESDAY, 8th, 3.00 P.M.

WEDNESDAY, 9th, 3.00 P.M.

THURSDAY, 10th, 3.00 P.M.

FRIDAY, 11th, 3.00 P.M.

SATURDAY, 12th, 3.00 P.M.

SUNDAY, 13th, 3.00 P.M.

MONDAY, 14th, 3.00 P.M.

TUESDAY, 15th, 3.00 P.M.

WEDNESDAY, 16th, 3.00 P.M.

THURSDAY, 17th, 3.00 P.M.

FRIDAY, 18th, 3.00 P.M.

SATURDAY, 19th, 3.00 P.M.

SUNDAY, 20th, 3.00 P.M.

MONDAY, 21st, 3.00 P.M.

TUESDAY, 22nd, 3.00 P.M.

WEDNESDAY, 23rd, 3.00 P.M.

THURSDAY, 24th, 3.00 P.M.

FRIDAY, 25th, 3.00 P.M.

SATURDAY, 26th, 3.00 P.M.

SUNDAY, 27th, 3.00 P.M.

MONDAY, 28th, 3.00 P.M.

TUESDAY, 29th, 3.00 P.M.

WEDNESDAY, 30th, 3.00 P.M.

THURSDAY, 31st, 3.00 P.M.

FRIDAY, 1st, 3.00 P.M.

SATURDAY, 2nd, 3.00 P.M.

SUNDAY, 3rd, 3.00 P.M.

MONDAY, 4th, 3.00 P.M.

TUESDAY, 5th, 3.00 P.M.

WEDNESDAY, 6th, 3.00 P.M.

THURSDAY, 7th, 3.00 P.M.

FRIDAY, 8th, 3.00 P.M.

SATURDAY, 9th, 3.00 P.M.

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WEDNESDAY, 13th, 3.00 P.M.

THURSDAY, 14th, 3.00 P.M.

FRIDAY, 15th, 3.00 P.M.

SATURDAY, 16th, 3.00 P.M.

SUNDAY, 17th, 3.00 P.M.

MONDAY, 18th, 3.00 P.M.

TUESDAY, 19th, 3.00 P.M.

WEDNESDAY, 20th, 3.00 P.M.

THURSDAY, 21st, 3.00 P.M.

FRIDAY, 22nd, 3.00 P.M.

SATURDAY, 23rd, 3.00 P.M.

SUNDAY, 24th, 3.00 P.M.

MONDAY, 25th, 3.00 P.M.

TUESDAY, 26th, 3.00 P.M.

WEDNESDAY, 27th, 3.00 P.M.

THURSDAY, 28th, 3.00 P.M.

FRIDAY, 29th, 3.00 P.M.

SATURDAY, 30th, 3.00 P.M.

SUNDAY, 31st, 3.00 P.M.

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MONDAY, 26th, 3.00 P.M.

TUESDAY, 27th, 3.00 P.M.

WEDNESDAY, 28th, 3.00 P.M.

THURSDAY, 29th, 3.00 P.M.

FRIDAY, 30th, 3.00 P.M.

SATURDAY, 31st, 3.00 P.M.

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